RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

Foreman's Response

"THIS IS S.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP _____ AND MP _____ S.P. TRAIN ORDER NO. _____. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT _____ M.P.H."

Engineer's Response

"THIS IS ENGINEER S.P. TRAIN _____. I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. _____ BETWEEN MP _____ AND MP _____ AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows: S.P. TRAIN NO.____, O.K. ON ORDER NO.____

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
41"	87.8	1'11"	50.7
42"	85.7	1'12"	50
43"	83.7	1'13"	49.3
44"	81.8	1'14"	48.6
45"	80	1'15"	48
46"	78.3	1'16"	47.4
47"	76.6	1'17"	46.8
48"	75	1'18"	46.2
49"	73.5	1'19"	45.6
50"	72	1'20"	45
51"	70.6	1'25"	42.4
52"	69.2	1'30"	40
53"	67.9	1'35"	37.9
54"	66.7	1'40"	36
55"	65.5	1'45"	34.3
56"	64.3	1'50"	32.7
57"	63.2	1'55"	31.3
58"	62.1	2'00"	30
59"	61	2'15"	26.7
1'00"	60	2'30"	24
1'01"	59	2'45"	21.8
1'02"	58.1	3'00"	20
1'03"	57.1	3'30"	17.1
1'04"	56.2	4'00"	15
1'05"	55.4	5'00"	12
1'06"	54.5	6'00"	10
1'07"	53.7	7'00"	8.6
1'08"	52.9	7'30"	8
1'09"	52.2	8'00"	7.5
1'10"	51.4	10'00"	6

SOUTHERN PACIFIC COMPANY

SOUTHERN SAFETY PACIFIC

DALLAS DIVISION SPECIAL INSTRUCTIONS No. 3

EFFECTIVE SUNDAY, JULY 23, 1967

AT 12:01 A. M.

CENTRAL STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 2

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

D. R. KIRK,
General Manager.

L. R. SMITH,
B. M. STEPHENS,
Assistant General Managers.

J. E. ADAMS,
Superintendent of Transportation.

S. E. TANNER,
Superintendent, Dallas Division.

RULE A. Employes must have a copy of Rules and Regulations of the Transportation Department, effective July 1, 1960, with page revisions listed on Page 1, revised April 1, 1961.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and sidings.

There are numerous other structures with impaired clearances on yard and station tracks, and employes must be familiar with their location and avoid personal injury.

Employes are prohibited from riding or walking on the roof of any moving car.

Employes are prohibited from getting on top of any house or other box cars not equipped with a roof running board except when necessary to make repairs.

Employes may ride on roof of cars equipped with roof running board when necessary during switching operations, but must not cross from the roof of one car to another while in motion.

RULE 1. Form prescribed for recording variations of standard clock with time signal has been discontinued.

RULE 10-H. First paragraph revised to read:

"When a yellow signal is required it will be displayed to the right of track in direction of approach, two miles from structure or track over which speed of trains must be restricted. Where two or more main tracks are affected the signal will be displayed for each track the same as if it were a single track."

Third paragraph revised to read:

"Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed restricted speed thereover. When yellow signals are displayed and the speed is not specified by train order or timetable bulletin, trains must proceed expecting to find unattended red signal that may be displayed two miles beyond the yellow signal."

RULE 10-I. First paragraph revised to read:

"When Form Y train order is in effect an unattended red sign reading 'CONDITIONAL STOP' will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is orally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with a green flag or light is received. A yellow sign reading 'PROCEED PREPARED TO STOP' will be displayed two miles in advance of the red sign."

Form Y Train Order. Third paragraph revised to read:

"Yellow proceed prepared to stop signs are displayed two miles in advance of red conditional stop sign."

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach.

Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULES 10-H & 15. On the

Paris Branch Cameron Branch

yellow signals will be displayed one-half mile from point of restriction, and when a torpedo is exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed one-half mile beyond the torpedo and the yellow signal. Green signal will be displayed to the right of each track at the limit of restriction.

RULE 10-I and FORM Y TRAIN ORDER. A train or engine within limits of a Form Y Train Order at effective time of order must not proceed unless orally authorized by foreman in charge of work, or a proceed signal with green flag or light is received.

Where the term "Foreman" is used in these Rules, Timetable Bulletins, Special Instructions and Form Y train orders, it will also apply to Southern Pacific employe in charge of work.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on the:

Austin Branch	Cameron Branch
Paris Branch	Llano Branch
Fort Worth Branch	Shiner Branch
Jacksonville Branch	

Certain signs have words "SPRING SWITCH" "TURNOUT" or "DRAWBRIDGE" above and below figures. Such signs indicate speed which must not be exceeded while entire train is passing over spring switch, turnout or drawbridge, three-fourths mile beyond speed sign.

RULE 14-B is CANCELLED.

Where Rule 14-(b) is used in application of Rule 211 and Form "N" Train Order, Rule 14-(g) will apply.

RULE 14(k). On double track, whistle signal 14(k) must also be sounded to call attention of engine crews and train crews of trains of the same class and of inferior trains moving in the opposite direction, to signals displayed for a following section.

RULE 14(1). Where there are two or more road crossings in close proximity, standard whistle sign bearing letter "X" may have sign beneath it showing number of crossings involved and whistle must be sounded for each crossing in compliance with engine whistle signal 14(1).

RULE 15. First paragraph revised to read:

"The explosion of a torpedo is a signal to proceed with caution for two miles."

Second paragraph revised to read:

"When a torpedo is exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed two miles beyond the torpedo and the yellow signal."

RULE 17. Second paragraph revised to read:

"If train is clear of main track and has stopped."

RULE S-17. First sentence revised to read:

"Until the headlight of a train turned out to meet another is extinguished, it is an indication that the main track is obstructed."

RULE 19. When oil-burning markers are used, only one marker will be displayed.

Markers will not be displayed on the following branches:

Paris Branch Cameron Branch

Last sentence of Item (5) is cancelled.

Where "indicators is referred to, designation is changed to "engine numbers."

RULE 20. Revised to read: "All sections, except the last, will display two green lights by day and by night in the places provided for that purpose on the front of the engine."

RULE 21. Revised to read: "Trains must be identified by engine number on lead unit. Only the number designated for identification will be continuously illuminated when engine is so equipped.

Engine number of regular trains and sections thereof, when necessary, must be furnished by train order to all trains that are to be met or passed except within CTC or interlocking limits and territory where Rule D-251 applies.

Identification of opposing trains in CTC or on double track is required only as prescribed by special instructions in timetable."

RULE 21-A. Revised to read: "Extra trains will display two white lights by day and by night in the places provided for that purpose on the front of the engine."

RULES 21-B and 21-C are CANCELLED.

RULE 22. Revised to read: "When two or more engines are coupled at the head of a train, the leading engine only will display signals; except when road engine is coupled behind a helper engine over part of a subdivision, the road engine will display signals the same as displayed on helper engine. The leading engine only will give or answer signals."

RULE 23. Where "train indicators" is referred to, designation is changed to "engine numbers."

RULE 85. Revised to read: "When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class. Second and inferior class and extra trains may pass and run ahead of second and inferior class and extra trains.

Except as hereinafter provided, a section must not pass and run ahead of another section of the same schedule without first exchanging train orders and each assuming the other's section number, displaying signals if necessary, responsibility resting with the conductor and engineer of each section. The change in sections must be reported from the first open train-order office unless otherwise instructed. If trains are met or passed after change is made, sections involved must stop and identify themselves to such trains unless train order Form F, example (5), is issued to trains involved.

Within CTC or interlocking limits or territory where Rule D-251 applies, a section may pass and run ahead of another section of the same schedule without exchanging train orders, changing signals or reversing section numbers, but must not leave those limits or territory until the change in sections has been authorized by train order."

RULE 97. On double track or two main tracks or within Interlocking, CTC or A-PB limits train may run extra without train-order authority moving with the current of traffic on double track, but must obtain clearance before commencement of trip, if at an open train-order office except Eastward trains originating T&P Jct. may leave without clearance if train-order signal is displaying proceed indication.

RULE 99-C. Will apply between the following stations:

Flatonia and Yoakum	Navasota and Eureka
Austin and Brenham	Briggs and Bonita Jct.
Austin and Llano	Fort Worth and Garrett
South Sherman Jct. and Garrett	Paris and Commerce
	Waco and Cameron

RULE 103-A. When a train or engine is standing on any track to be met or passed by a train or engine and a public crossing at grade is to be opened to permit traffic to cross, the opening must, if practicable, clear crossing by 100 feet each side and member of crew must, if practicable, protect the open crossing against movement of trains or engines on adjoining tracks and when coupling up.

RULE 104-A. When inside switches are not equipped with hooks or locks, it will not be necessary to otherwise secure or render report.

RULE 105. When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic, or to non-signaled track, governed by semaphore type dwarf signals displaying 'Proceed', Fig. E, Rule 281; or by light type signals displaying 'Proceed Not Exceeding Medium Speed', Figs. D or G, Rule 285, must be made with caution.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM KEY-RELEASES

Where automatic signal protection is provided for movements from an adjacent track to main track, "Key-Releases", with time-release feature, may be installed on signal case near fouling point to clear signal on one track when control circuit of other track is occupied.

If governing signal displays stop indication and no train approaching, member of crew may insert switch key in slot below governing signal number on signal case and turn SLOWLY one complete turn to right, remove key and wait until time-release has operated, after which signal should display proceed indication if block is clear.

Trains required to enter siding where signals are arranged as above must not pass home signal until after switch has been lined for siding.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of switch; or if movement is to be made from such track or through a crossover to a main track, until block indicator indicates "block clear", on opposite track.

Within CTC or Interlocking limits before lock-box door is opened to enter main track or controlled siding, permission must be obtained from train dispatcher or operator, who must be notified when work completed and lock-box door closed and locked.

After lock-box door is opened, lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock-box indicates "unlocked".

Lock lever must not be returned to lock position until all movements over switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked.

When block indicators indicate "block occupied", instructions posted inside lock-box must be complied with if movement is to be made to a main track while approach circuit is occupied by another train or engine, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that removal of switch lock has same effect as opening lock-box door. Instead of being equipped with an "UNLOCKED" indicator, these locks may have a pilot light that indicates by illumination when lock is unlocked.

When a pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is applied to side of low type electric lock and inside of lock box on hi-type electric lock. It is to be used only in case of electric or mechanical failure as indicated by failure of time-release to function after several minutes. When necessary, break seal and push button to operate emergency lock release. Train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

MECHANICAL SWITCH LOCKS

After lock-box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency release, train dispatcher or signal operator must be notified immediately and movement made only after flag protection is provided.

RULE 535. Where switch point indicators are provided for protection of facing point movement over spring switches the following will govern:

Aspect	Indication
Green	Lined for normal movement.
Red	Stop; open and close spring switch by hand removing any obstruction and know points fit up and are secure before proceeding.

RULE 605. INTERLOCKING

Movements governed by diverging route or dwarf signals must be made with caution and position of switches observed as such signals may govern movements for various routes.

RULE 705. HOT BOX DETECTORS

Hot box detector system in service at following locations:
MP 205.1 between Corsicana and Angus
MP 175 between Springfield and Groesbeck
MP 146.9 between Kosse and Bremond
MP 23.65 between Caldwell and Varisco

Trains will be governed by letter type indicators as follows:

When letter "H" is displayed it is an indication of hot bearing and train must immediately reduce speed to not exceeding 15 MPH and stop at hot bearing panel and be governed by instructions posted inside case.

When letter "W" is displayed it is an indication that preceding train has stopped due to a hot bearing indication but has not cancelled out system and following trains must stop and not proceed until light is extinguished or permission is obtained from train dispatcher. After stopping speed of 10 MPH or more should be obtained if possible before passing over detector provided restrictions permit. Dispatcher phone located near "W" indicator.

White light displayed on track side of detector instrument house indicates system is operative, white light flashing indicates train has hot bearing and instructions applying to letter "H" must be complied with. When light is not displayed it indicates system is not operating properly, train must reduce speed to 15 MPH and stop at first siding and make inspection of all bearings both sides of train, except when read-out panel or major structure is located between detector and next siding stop and inspection will be made at read-out panel or before passing major structure.

If letter "H" is illuminated or flashing white light displayed on instrument house and no number indications or false indications are shown on Read Out Panel, entire train must be inspected.

When hot box detector is actuated, following information must be reported at next open office in telegraph message form addressed jointly to Superintendent, Houston; Chief Dispatcher, Houston; and Signal Supervisor and Master Mechanic at Ennis:

1. Date and time actuated, and M.P. location.
2. Train identification.
3. Car number and location in train.
4. Box location (1, 2, 3 or 4 from trailing end of car in direction of movement, north or south side).
5. Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out even though journal was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.)
6. Report all cases where train passes over detector without an indication having been displayed, but developing a hot box between detector and a point 20 miles beyond detector.

CENTRALIZED TRAFFIC CONTROL

RULE 763. Is CANCELLED.

RULE 765. Within CTC or A-PB limits where main track hand operated switches are not equipped with electric or mechanical switch locks and maximum speed is in excess of 20 MPH, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for meeting or passing of trains.

RULE 765-A. The first sentence is amended to read as follows: When track is obstructed or impassable or before Maintenance of Way and Structures employes obstruct track or in any way render track impassable between stations, foreman will obtain work limits and clock time limit between opposing absolute signals from train dispatcher unless protected by Form Y train order.

RULE 776. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officers desire any additional information they should be courteously referred to Claims Department representative.

RULE 824. At terminals where Special Instructions require application of hand brakes on freight trains, outgoing crews may release surplus hand brakes but must know that the required number of hand brakes are not released until road engine is coupled and brake system charged.

RULE 825. In addition to setting hand brakes on cars set out on a grade, wheels must be blocked. When brakes and blocking of wheels are not sufficient to hold cars, lead truck of lead car in descending direction must be chained to rail.

Rail skid, when available, must be used in lieu of block or chain.

Rail skids are hung on posts at sidings at locations listed under subdivisions. When necessary to leave car or cars on the siding, permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid and hand brakes set before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

When picking up cars on grade, inspection must be made to ascertain that chain, block or rail skid has been removed.

RULE 827. Back-up movements must not be made for purpose of making inspection. When necessary to make back-up movement under other conditions, extreme care must be exercised to be sure all brakes are released and minimum necessary power used in starting and shoving train.

When setting out cars with hot boxes, packing must be removed from box, fire extinguished and packing left in safe location. Avoid leaving cars near wooden structures. If evidence of fire on car, responsible employe, using member of train crew if necessary, should be left in charge, with fire extinguisher or other fire-fighting material.

Engines running light on descending grade without dynamic brake in operation must stop a sufficient length of time to permit wheel heat radiation if there is indication of overheating. Stop need not be made if in the judgment of engineer, it is safe to proceed.

RULE 829. If hot bearing, brakes sticking, wheels sliding, dragging equipment, insecure lading, or any other dangerous condition is detected or crew notified of such condition, train must stop, have inspection made by crew, and condition corrected, if possible, or other action taken to insure safety.

RULE 846. When making moves with a car or cars on main track within yard limits, a trainman must be stationed on rear car while in motion, when practicable.

RULE 872. Enginemen taking charge of engines at Denison, Sherman, Miller, Commerce, Fort Worth, Ennis, Jacksonville, Corsicana, Hearne, Yoakum and Austin will consider engines as having been supplied with fuel and sand.

RULE 880. Competent firemen may be provided with a card, Form S-2209, issued by Road Foreman of Engines, permitting them to handle engines in presence and under direction of engineer, responsibility remaining with engineer, as follows:

1. In yard service not to exceed two hours in any eight hour shift, after fireman has had at least one year's experience.
2. In road freight service after fireman has had two years actual service and at least one year in road service.
3. Firemen, regardless of experience, shall not be permitted to operate engines handling occupied passenger and outfit equipment.

RULE 971 is CANCELLED.

AIR BRAKE RULES

RULE 2. When temperature is 32 degrees above zero or less, air brake system on locomotive must be blown out before coupling to train, as follows:

Place automatic brake valve handle in running position, then open angle cock at rear of locomotive, move brake valve handle suddenly to release position, causing heavy flow of air throughout the brake pipe, which should blow out any condensation that may have accumulated in the brake system.

Before road test is made on any freight train after locomotive has been coupled thereto, blow out air brake pipe hoses on head end of train as follows:

After making brake pipe reduction, close angle cocks between second and third cars, uncouple air hose; close angle cocks between first car and locomotive, uncouple air hose; then recouple hoses and reopen all angle cocks. During this test engineer must drain condensation from drain cocks on air compressor intercooler and aftercooler, main reservoir, control reservoir, dirt collectors, air filters, and strainers on lead unit.

Enginemen taking charge of engine(s) at location where locomotive maintenance forces are on duty, are relieved of requirement for preparation of their engine(s), except they will put units on line, check to see that cut-out cock on brake valve is properly positioned, check to see that brake shoes contact wheels and brake pistons are extended, and release hand brakes.

RULE 2-C. Enginemen must assure themselves that safety control valve (deadman control) is fully cut in when handling cars with brakes cut in.

RULE 3. Standard brake pipe pressure for freight and mixed trains is 90 lbs.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br. Cyl. Rel.", or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 23. The following series of cars are equipped with AB brake system which has automatic change-over feature to provide proper function when car is loaded and when empty:

SSW	75700 - 75799	Gondolas
SSW	78500 - 78599	Hoppers (Open Top)
SP	333500 - 334399	Gondolas
SP	337500 - 337599	Gondolas
SP	345000 - 345669	Gondolas
SP	354000 - 354399	Gondolas
SP	463500 - 463999	Hoppers (Open Top)
SP	467500 - 467549	Hoppers (Open Top)
SP	480000 - 480193	Hoppers (Open Top)
SP	491000 - 491059	Hoppers (Covered)
SP	492000 - 492039	Hoppers (Covered)
SP	500604	Flat Cars
SP	590000 - 590099	Flat Cars

Before leaving a station or point where such cars have been added to the consist, engineer must actuate the automatic change-over feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 24-B. HEARNE AND AUSTIN: When crew is changed but train consist remains intact, incoming engineer after completing stop will make a full service brake application leaving brakes applied. Outgoing engineer will release brake and proceed without making prescribed test.

RULE 32. Second paragraph is CANCELLED.

When stop is made on grade independent brake must be fully applied and unless known that it will hold trains, train brakes must be left applied until ready to proceed. If necessary to restore air brake pressure to safe level before proceeding, sufficient hand brakes must be set to hold train while restoring air brake pressure. After pressure has been restored to safe level, a minimum brake pipe reduction must be made to hold train while hand brakes are being released. Hand brakes must be set on rear end of train when on ascending grade and on head of train when descending grade.

RULE 33. Freight trains handling cars with single capacity brakes (*), with tonnage exceeding 80 tons per operative brake, must not exceed 45 MPH, except:

(1) On 1.4 to 1.8% ruling grade, maximum speed must not exceed 25 MPH,

(2) On ruling grade in excess of 1.8%, maximum speed must not exceed 20 MPH

Descending grades where restrictions in Items 1 and 2 apply will be shown under appropriate subdivision by mile post location.

Tonnage of operating unit(s) not in dynamic braking is not to be used in determining tons per operative brake.

(*) **Loaded** cars with empty-load brakes are to be considered the equivalent of one and one-half (1½) cars in determining tons per operative brake.

RULE 82. On departure from locomotive maintenance facility, enginemen must determine, by making running air brake test, that the independent and automatic brakes are operating effectively.

RULE 92. A full independent brake application on road locomotive classes EP636, GF628, EF630, EF636, EF850B results in a brake cylinder pressure of 72 psi. This brake cylinder pressure must be maintained to provide required braking power at very low speeds or when stopped. Under no circumstances must self-lapping portion of independent brake valve be changed except to obtain brake cylinder pressure of 72 psi from a full independent brake application.

MISCELLANEOUS

When trains or engines meet or pass in vicinity of public crossings at grade, they must take such additional measures as may be necessary to know that every reasonable effort is made to avoid vehicular accidents.

Cars with gross weight in excess of that shown below must not be handled between stations listed:

Between	Maximum Load Limits
Flatonia and Hearne	300,000
Yoakum and Flatonia	263,000
T&P Junction and Houston	300,000
Sherman and T&P Junction	263,000
Denison and Sherman	300,000
Brenham and Austin	270,000
Austin and Stolz, MP 90.5 (Llano Br.)	251,000
MP 90.5 Stolz and Llano	210,000
Fairland and Marble Falls	251,000
Cameron and Rosebud	251,000
Bonita Junction and Stryker Creek	281,000
Stryker Creek and Briggs	251,000
Commerce and Paris	251,000
Garrett and Ft. Worth	263,000

SPEED RESTRICTIONS FOR ENGINES

Maximum speed shown in the table on page 6 is subject to further restrictions applicable to certain territories as shown in SPEED RESTRICTIONS FOR TRAINS AND TONNAGE RATING TABLES.

Nominal classifications are descriptive of the engines as follows:

1st letter	Builder: A—Alco; B—BLH; E—EMD; F—Fairbanks-Morse; G — G.E.; K — Krauss-Maffei.
2nd letter	Type of service: F—Freight, P—Passenger, S—Switcher.
1st number	Number of axles.
2nd and 3rd numbers	Horsepower (100).
Last letter	Style of unit: A—Car body type with control cab. B—No control cab. No letter indicates road switcher type.

MAXIMUM SPEED FOR ENGINES

Nominal Class	Maximum Speed	Nominal Class	Maximum Speed	Nominal Class	Maximum Speed
AP620A	#75	GS407	##55	AS618	##65
EP620A	#75	EF415A	#70	AF420	##70
EP623A	#75	EP415A	#75	EF420	##70
EP624A	#75	EF415B	70	EF423	##70
AP620B	75	EP415B	75	AF624	##70
EP620B	75	EF418A	#70	EF425	##70
FP624	##70	EF418B	70	EF625	##70
GS404	35	EF415	##70	GF425	##70
ES406	45	BS615	##35*	AF628	##70
AS407	60	BS615B	35	GF628-1	70
ES408	##65	ES615	##55	EF430C-1	#70
ES408B	65	ES615	##70②	EF630-1	#70
ES409	##65	BS616	##35	EF-636-1	#70
AS409	##60	BS616B	35	AF630-1	#70
AS410	60	AS416	##65	KF636A	#70
BS410	60	AS616	##65	KF636	##70
ES410	60	EF618	##70	AF640	##70
BS412	60	EF418	##70	EF850B	70
ES412	##65	EP418	##75	GF850A	#70
FS412	##60	AS418	##70	RDC	#75
Any engine not listed					35

Foreign line's engine operating over Southern Pacific Company trackage will not exceed maximum speed prescribed in above table for engines of the same type.

② applies to engines 2715, 2723-2742

*Except when operating on branch lines speed restricted to 30 MPH and on all lines with less than 90 lb. rail must not exceed 25 MPH.

#When on head end of train or running light and engineer is in other than leading control cab in direction of movement, must not exceed 30 MPH.

##When operated in multiple unit control on head end of train or running light and engineer is in other than lead unit in direction of movement, must not exceed 30 MPH.

F and P class engines when moving without cars must, when possible, be operated from cab in direction of movement, except for short direct movements.

Car body type engines operated with engineer in other than lead unit in direction of movement must not exceed 20 MPH when approaching highways or street crossings at grade, subject to further restrictions imposed by local conditions.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to Chief Train Dispatcher, who will designate train in which engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

All diesel units being towed in trains may be moved with engine shut down and, unless conditions make it desirable, such as movement of a disabled unit, a messenger will not be required. All diesel units towed in trains should have doors unlocked.

Maximum speed of trains handling engines in tow must not exceed speed for that engine.

Diesel units in tow, weighing 150,000 lbs. or more equipped with 24RL or 26L brake equipment, may be handled in any convenient location in train.

Diesel units in tow, weighing 150,000 lbs. or more equipped with either 14EL, 6DS, 6BL or 6SL brake equipment must be located not more than five cars from head end of train to assure brakes release after brake application actuated near rear of train.

Diesel units weighing less than 150,000 lbs. must be placed near rear of train.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown on Page 6 is subject to further restrictions applicable to engines in train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on Page 6, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on Page 7 and TONNAGE RATING TABLE appearing on Pages 16 and 17 of Special Instructions for all Subdivisions, and other maximum speeds appearing in Special Instructions of each Subdivision. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when track is apt to be affected. When fog, storms, or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

NOTE: PROTECTED CURVES—SPEED SIGNS GOVERN	PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT AND MIXED
BETWEEN	MPH	MPH
Denison and North Sherman Junction	60	60
North Sherman Junction & MP 13.6 (Dallas Belt Line)	49	49
MP 13.6 (Dallas Belt Line) & T&P Jct.	45	45
T&P Jct. and Forest Ave.	55	55
Belt Junction and Eureka	60	60
Fort Worth and Garrett	49	49
Flatonia and Giddings	60	60
Giddings and Hearne	49	49
Flatonia and Yoakum	30	30
Rosebud and Cameron	25	25
Bonita Junction and Briggs	40	40
Commerce and Paris	15	15
AUSTIN BRANCH		
Austin and Giddings	49	49
Giddings and MP 40	40	40
MP 40 and MP 26	30	30
MP 26 and Brenham	25	25
LLANO BRANCH		
Llano and MP 90.5 (Stolz)	20	20
MP 90.5 (Stolz) and MP 85	40	40
MP 85 and MP 77	49	49
MP 77 and MP 69	40	40
MP 69 and MP 57.30	40	40
MP 57.30 and MP 17.65	49	49
MP 17.65 and Austin	40	40

Between Corsicana and Hearne, freight trains may operate at 65 MPH, unless otherwise restricted, containing no restricted cars (as described on page 7 under "Maximum Speed Permitted with Certain Equipment"), and may operate at 65 MPH where speed sign authorizes 60 MPH, provided trains do not exceed:

Number of Cars	Tons per Operative Brake	Number of Cars	Tons per Operative Brake
70	70	110	62
75	69	115	61
80	68	120	60
85	67	125	58
90	66	130	56
95	65	135	54
100	64	140	52
105	63	145	50

BSM connection handling 105 cars or less between Corsicana and Hearne may operate at 70 MPH, when tonnage per operative brake does not exceed above tabulation, unless otherwise restricted and may operate at 70 MPH where speed sign authorizes 60 MPH.

When moving against current of traffic, and movement is not protected by block signals, speed of passenger trains must not exceed 59 MPH, and speed of freight trains and light engines must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS:	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts	15
Except:	
Through slip switches (including tangents)	10
Through turnouts on other than sidings	10
On Branches	10
T&P Junction through connection between SP and T&P main tracks	25
Tower 19, Dallas, curves on freight route between MKT Compress crossing and ATSF connection	10
Wall Street Underpass, Dallas, connection between SP and SSW	10
Through turnouts M. P. connection Bryan and Navasota	25

Maximum speed entering, leaving and through following sidings is:

	MPH West End	MPH East End		MPH West End	MPH East End
Angus	25	20	Bremond	25	25
Gude	20	20	Seger	25	25
Groesbeck	25	25	Bryan		25

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH Flatonia to Hearne, Denison to Englewood.	MPH on Fort Worth Branch.	MPH on other Main Tracks
Twin or multiple loads	50#	50	25
Scale Test Cars, except	40	40	30
SP MW 2024 may operate at freight train speed for territory in which operated			
Cars with arch bar trucks	40	35	25
Relief outfits with steam derrick	35*	25*	20*
Locomotive cranes:			
with boom disconnected, light end forward	20*	20*	20*
with boom in place either end forward	25*	25*	25*
with boom disconnected, heavy end forward, except:	45*	25*	20*
SP MW 5858	35*	20*	20*

#The maximum speed for twin or multiple loads between Flatonia and Giddings and between Englewood and Miller, is 60 MPH.

*On curves where authorized speed is more than 15 MPH, speed must be reduced to 5 MPH less than shown on speed signs.

Locomotive Crane Pile Drivers SP MW 4088, 5479, 5852, 5899 and SSW 96403 are to be handled in trains as locomotive cranes except they must always move with boom disconnected.

Unless specifically authorized by Superintendent, SP MW 4088, 5479, 5852, 5899 and SSW 96403 must not operate over lines having maximum load limits of less than 263,000 lbs. and must observe all restrictions applying to cars weighing more than 210,000 lbs.

Maximum speed permitted with relief outfits with relief cranes SP MW 5846, 5847, 5850, 5851, 7032 is 45 MPH on main track, Flatonia to Hearne and Hearne to Corsicana. On curves where speed is 45 MPH or less, speed must be reduced to 5 MPH less than shown on speed signs.

Jordan Spreaders or Jordan Spreader Ditchers may move forward (prepared to travel) without restriction and must not exceed 25 MPH when moving backward.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead passenger equipment with caboose	65	—
Passenger trains with caboose	65	—
Engine and caboose only, except	—	65
must not exceed speed for same engine running light		
Logs loaded on flat or logging cars, except	—	25
on curves	—	20
through truss bridges and passing stations	—	15

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up by passenger trains at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, train will reduce speed to permit safe dispatch without hazard, and will stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼" in length must not exceed 10 MPH. When flat spots are not in excess of 3¼" long, such cars may be operated at maximum authorized speeds.

SPECIAL INSTRUCTIONS—FLATONIA SUBDIVISION

(For movements on Flatonia Subdivision between San Antonio and Flatonia, see **San Antonio Division Special Instructions.**)

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
EASTWARD		WESTWARD	
		120.03	1.08
		119.91	1.20

RULE 93. Yard limits are established at the following stations:

West MP		East MP
122.76	Flatonia (San Antonio-Glidden)	118.00
27.80	Flatonia (Yoakum-Hearne)	30.53
119.96	Yoakum (Yoakum-Shiner Branches)	1.41
65.92	Giddings	57.13
57.75	Giddings (Austin Branch)	55.00
4.37	Hearne	

RULE 98. Hearne: Stop must be made at fouling point of junction switch entering Hearne yard unless junction switch is lined, route is designated and known to be clear.

RULE 103-A. At location indicated below a member of crew must take position at crossing to afford protection to traffic:

Giddings — Switching movements over Highway 290.

Hearne: Automatic crossing gates and flasher lights over Davis Street.

Yards tracks New 1, 4, Old 1, 2 and 3 are equipped with approach circuits for operation of crossing gates and flasher lights from each side of crossing.

Movements on yard tracks New 2, 3, Old 4, 5 and 6 will not operate gates and flasher lights until leading wheels have passed insulated joints located approximately 40 feet each side of crossing.

On all tracks cars or engines must not be left within approximately 40 feet of edge of crossing or beyond yellow stripe painted on rail.

Crews of trains or engines making stop, reverse movements or from yard tracks over crossing, must know gates are down, flasher lights operating and crossing clear of vehicular traffic before entering.

Key control boxes are provided for manual operation of gates and flasher lights.

RULE 104. Normal position of rigid switches at junctions:

Flatonia	Shiner Branch, for San Antonio Line.
Hearne Junction	Ennis Subdivision, for Flatonia Line.

RULE 221. Unit for display of flashing white light installed at following locations:

Station	Location	Direction
Giddings	On train-order signal	Westward
Caldwell	Signal Mast, MP 31.5	Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 286. Near Hearne, distant signal D-38 when displaying yellow aspect indicates proceed not exceeding medium speed prepared to stop short of switch point indicator west end New track MP 2.4.

RULE 516. Overlap Posts:

Winchester	Westward trains
Hearne Jct. MP 2	Westward trains

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
Hearne*	West end yard	Main track
Hearne*	New track	Main track

*Equipped with switch point indicators.

Facing point movement must not exceed 35 MPH over these switches.

RULE 605. INTERLOCKING

Flatonia (Tower 3, SP Crossing): West switch of siding is power-operated; switch and signals controlled by operator.

Trains approaching Flatonia and finding governing interlocking signal displaying an indication permitting train to proceed on main track are authorized to proceed on main track, ahead of or against all trains to the interlocking signal at the opposite end of the siding.

RULE 680. AUTOMATIC INTERLOCKING

West Point, MKT Crossing.

Tatsie, M.P. Crossing.

RULE 705. HOT BOX DETECTORS

Illum. Letter	Mile Post	Approaching Location of Readout	
T	on Mast MP 27.67	Varisco	
W	on Mast MP 25.77	Varisco	
H	on Mast MP 25.77	Caldwell	MP 27.67
H	on Mast MP 21.53	Varisco	MP 19.70
W	on Mast MP 21.53	Caldwell	
T	on Mast MP 19.70	Caldwell	

T indicator, when illuminated, indicates proceed prepared to stop at "W" signal.

Refer to Rule 705 All subdivisions.

MISCELLANEOUS

Dragging and/or derail equipment and indicator in service at following locations:

MP	Location
46.9	Between Muldoon and Winchester

The indicator will apply to trains in both directions and is mounted on post adjacent to track. Normal indication dark. When indicator is activated by detector blue indicator light will be displayed in both directions and when illuminated enginemen or trainmen will stop train and make inspection of train and track, advising dispatcher promptly.

DETECTOR MP	INDICATOR MP	LOCATION
25.77	25.77	Caldwell - Varisco
21.53	21.53	Caldwell - Varisco
	20.00	Caldwell - Varisco
	19.70	Caldwell - Varisco

The indicators will apply to trains in both directions and are mounted on post adjacent to track. Normal indication dark. When indicator is activated by detector red revolving lights will be displayed in both directions and when illuminated enginemen or trainmen will stop train and make inspection of train and track, advising dispatcher promptly.

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Flatonia	Over track scales in Oil Mill Track.
All engines	Shiner	Over track scales in Oil Mill Track.
All engines except S	Hearne, MP 2.4	Tracks within plant General American Transportation Corp.

Giddings: 89-ft. and longer cars must not be operated around Brenham connection.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
51.14	West of Winchester	Colorado River Bridge	Overhead & Side
52.52	West of Winchester	Bridge 52.52	Side
66.82	West of Giddings	Bridge 66.82	Side
54.94	West of Dime Box	Bridge 54.94	Side
48.09	West of Dime Box	Bridge 48.09	Side
41.84	East of Dime Box	Bridge 41.84	Side
38.43	Deanville	Bridge 38.43	Side
31.92	West of Caldwell	Bridge 31.92	Side
30.20	East of Caldwell	Bridge 30.20	Side
19.48	West of Varisco	Brazos River Bridge	Overhead & Side
17.87	East of Varisco	Bridge 17.87 (Main-Siding)	Side

SHINER BRANCH

10.95	East of Shiner	Bridge 10.95	Side
21.19	Moulton	Bridge 21.19	Side

SPEED RESTRICTIONS

15 MPH through curve connecting Ennis and Flatonia Subdivisions, Hearne Jct.

15 MPH through curve connecting Dallas Division and San Antonio Division, Flatonia.

10 MPH through Brenham connection, Giddings.

*Through corporate limits speed of trains restricted as follows:

Mile Post location of City Limits specified below:

West MP	Station	East MP	MPH
28.97	Flatonia	29.83	45
66.09	Giddings (Flatonia Subdivision)	57.32	25
0.31	Hearne	—	35
56.16	Giddings (Austin Subdivision)	54.62	10

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—AUSTIN SUBDIVISION

RULE 10-J. LOCATION WHERE SPEED SIGNS ARE NOT USED TO AUTHORIZE AN INCREASE IN SPEED:

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
Austin Branch					
26.75	26.00	25.00	24.25	25.00	26.00
83.32	82.57	78.14	77.39	78.14	82.57
85.61	84.86	84.56	83.81	84.56	84.86
95.17	94.42	94.07	93.32	94.07	94.42
Llano Branch					
13.36	12.61	11.90	11.15	11.90	12.61
17.35	16.60	16.42	15.67	16.42	16.60
24.73	23.98	23.56	22.81	23.56	23.98
35.48	34.73	33.07	32.32	33.07	34.73
59.47	58.72	58.54	57.79	58.54	58.72
60.99	60.24	59.92	59.17	59.92	60.24

RULE 93. Yard limits are established at the following stations:

West MP		East MP
74.00	Fairland	69.41
65.00	Burnet	55.00
18.00	McNeil	15.00
4.00	Austin (Llano Branch)	
	Austin (Austin Branch)	109.50
86.50	Butler	80.50
65.92	Giddings (Flatonia Subdivision)	57.13
57.75	Giddings (Austin Branch)	55.00

Llano: Main track ends at MP 97.46. All tracks west of this point are yard tracks.

Giddings: Austin Branch trains may use Flatonia Subdivision main track, complying with Rule 93.

Brenham: Main track ends at MP 22.5. All tracks east of this point are yard tracks.

RULE 103-A. At locations indicated below a member of crew must take position at crossing to afford protection to traffic:

Stolz, MP 90.5 — Highway 29.

Austin — Waller Street.

Giddings — All switching movements over Highway 290 must be protected by member of crew at crossing to afford protection to traffic while movement is being made.

Look out for trucks and roadway machines crossing track at MP 62.75, Gandy and MP 14.80, Llano Branch.

RULE 306. Following block signals equipped with triangular plate bearing letter "P", have included in their control limit, some special protective device. Absolute signals listed as "P-A":

Eastward Signal	Protection	Westward Signal
	Spring switch, Austin, Llano-Austin Branch Connection	P-A
P-1132	Spring switch, Jct. S.P.-MKT MP 113	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases		Time-Release
Austin, Junction S.P.-MKT MP 113	Westward home signals	3 mins.
Austin, Llano-Austin Branch Connection	Instrument case	3 mins.
Austin, Neches St.	Eastward home signal	3 mins.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks located as follows:

Location	Normal Position
Austin, Llano-Austin Branch Connection	Llano Branch
Jct. S.P.-MKT MP 113	SP main track

RULE 605. INTERLOCKING

McNeil, M.P. Crossing

Normally lined for M.P.

When on duty, train-order operator will operate interlocking.

When train-order operator not on duty member of crew may operate interlocking. Manipulation chart posted in interlocking station.

Signals must be restored to normal position after use.

RULE 680. AUTOMATIC INTERLOCKING

Elgin, MKT Crossing.
Brenham, GC&SF Crossing.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letters	On Signal	Approaching	Authorizes and Requires Movement as Follows
X	D-20	Austin on Llano Branch	Indicates that track between MP 114.2 and MP 113.5 is unoccupied.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Austin.

Limits extend between:

Eastward absolute signal MP 114.7, Austin, and Westward absolute signals at fouling points at Junction on SP and MKT main tracks at MP 113.

Train or engine may enter main track where a block indicator is located, if indicator indicates block clear. To enter main track where no block indicator is located or where indicator indicates block occupied, entry to main track must be protected as provided in Rule 513 and movement made as prescribed by Rule 744.

Other than provided in Rule 744, when engineer of a train is informed by member of yard crew, that yard crew is providing protection by flagman for movement, train, after stopping, may pass an absolute signal displaying stop indication and proceed at restricted speed, under flag protection furnished.

MISCELLANEOUS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
LLANO BRANCH			
98.60	Llano	Bridge 98.60	Side
97.65	East of Llano	Rock Cut	Side
94.90	East of Llano	Rock Cut	Side
94.18	East of Llano	Bridge 94.18	Overhead & Side
93.90	East of Llano	Rock Cut	Side
92.70	East of Llano	Bridge 92.70	Overhead & Side
91.36	East of Llano	Bridge 91.36	Overhead & Side
89.31	East of Llano	Bridge 89.31	Overhead & Side
85.74	East of Stolz	Bridge 85.74	Overhead & Side
84.77	East of Stolz	Bridge 84.77	Overhead & Side
83.91	East of Stolz	Bridge 83.91	Overhead & Side
67.70	West of Sudduth	Rock Cut	Side
64.50	East of Sudduth	Rock Cut	Side
64.25	East of Sudduth	Rock Cut	Side
62.72	West of Burnet	Rock Cut	Side
0.81	Burnet	Rock Cut	Side
57.93	East of Burnet	Rock Cut	Side
34.18	West of Leander	Rock Cut	Side
MARBLE FALLS BRANCH			
5.99	Marble Falls	Bridge 5.99	Side
AUSTIN BRANCH			
109.41	East of Austin	Bridge 109.41	Overhead & Side
67.94	West of Hills	Bridge 67.94	Side
27.76	West of Brenham	Bridge 27.76	Side

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Snead Spur	Beyond restriction signs.
All engines	Granite Mountain	Beyond restriction signs.

Elgin: Scale track serving Elgin Cotton Oil Company may be used only for weighing cars.

Giddings: 89-ft. and longer cars must not be operated around Brenham line connection.

SPEED RESTRICTIONS

"With Caution" between MP 77.33 and MP 77.50, Llano Branch, expecting to find large rock on track.

20 MPH between interlocking signals M.P. crossing, McNeil.

20 MPH between interlocking signals MKT crossing, Elgin.

20 MPH between interlocking signals AT&SF crossing, Brenham.

10 MPH through Brenham connection, Giddings.

*Through corporate limits speed of trains restricted as follows:

Mile Post location of City Limits specified below:

West MP	Station	East MP	MPH
AUSTIN BRANCH			
	Austin:		
	Congress Ave. to East Ave.	—	10
	East Ave. to Canadian St.	—	15
	Canadian St. to Springdale Road	—	25
	Springdale Road to City Limits	—	50
88.53	Elgin	87.31	20
56.16	Giddings (Austin Branch)	54.62	10
66.09	Giddings (Flatonia Subdiv.)	57.32	25
22.12	Brenham	20.11	25
LLANO BRANCH			
	Austin:		
	Canadian Street to Anderson Lane		25
	Anderson Lane to North City Limits		50

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

AIR BRAKE RULES

RULE 33. Ruling grades where restrictions apply under RULE 33, All Subdivisions, are designated below:

LLANO BRANCH

Eastward Llano to Austin			Westward Austin to Llano		
MP	MP	MPH	MP	MP	MPH
40.00	35.34	25	50.00	70.00	25
70.00	50.00	25			

MARBLE FALLS BRANCH

Fairland to Marble Falls		
4.00	6.43	20

(For movement within yard limits Houston, also see Special Instructions, Houston Terminals, Houston Division)

(For movements between Bonita Jct. and Nacogdoches see Special Instructions, Lufkin Subdivision, Houston Division)

RULE 10-J. LOCATIONS WHERE SPEED SIGNS ARE NOT USED TO AUTHORIZE AN INCREASE IN SPEED.

Fort Worth Branch

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
27.36 49.72	26.61 48.97	20.54 47.54	19.79 46.79	20.54 47.54	26.61 48.97

Jacksonville Branch

311.06	310.29	309.37	308.62	309.37	310.29

RULE 93. Yard limits are established at the following stations:

West MP		East MP
	Denison	335.19
332.00	Sherman	326.94
297.01	McKinney	295.77
283.00	Plano	281.00
273.61	Miller (Ennis Line)	257.11
	Miller (Jacksonville Branch)	313.93
233.26	Ennis	229.74
213.00	Corsicana	208.43
122.05	Hearne	117.90
4.37	Hearne (Flatonia Line)	
103.00	Bryan	93.00
73.00	Navasota	68.00
10.00	Houston	
245.00	Athens	240.66
203.43	Jacksonville	199.71
136.84	Nacogdoches (Lufkin Subdivision)	139.57
	Fort Worth	49.43

Plano: Main track within yard limits will be used jointly by trains and engines of SP and SSW under provisions of Rule 93.

Paris: Main track ends at MP 123.00. All tracks east of this point are yard tracks.

Fort Worth: Main track ends at MP 51.30. All tracks west of this point are yard tracks.

Following will govern movements on CRIP main tracks between 17th Street and North Fort Worth Interlocking Tower, Fort Worth Yard:

(a) Between 17th Street and Trinity River, Fort Worth yard limits, two main tracks are in service signalled for movements only with current of traffic.

(b) At 6th Street Jct. and Purina Jct. there are Interlockings; signals and remote controlled switches handled by CRIP dispatcher.

(c) Second class, extra trains and yard engines may run ahead of first-class trains between 17th Street and North Fort Worth Interlocking Tower without train order authority, but will not occupy main tracks within these limits when it is known a first class train will be delayed.

(d) All trains and yard engines will move with the current of traffic, except may move against current of traffic between 6th Street Jct. and Trinity River upon verbal permission of Rock Island train dispatcher or Rock Island yardmaster.

(e) While using CRIP main tracks between 17th Street and Trinity River, a member of yard crew must ride rear car of cut while moving, and in event stop is made must go back a sufficient distance to rear of cut to stop a following train or engine moving at restricted speed. At night, or during obscured weather, yard crew must secure a white light and member of crew riding rear car of cut must have such white light burning and displayed to rear of cut, and in event stop is made, such light must be used to give stop signals to a following train or engine.

(f) When making deliveries to CRIP—if clear signal is displayed, proceed on northward main track. If stop signal displayed, identify yourself to CRIP dispatcher, but do not "butt in" on dispatcher if transmitting a train order; after you have identified yourself to dispatcher, he will either display a proceed signal for movement on northward main track, or line crossover switches for movement on southward main track. A signal indication to crossover does not modify requirements of paragraph (d) to have verbal permission to move against current of traffic.

(g) When necessary to go beyond end of two main tracks, Trinity River, trains and engines receiving clear signal per Rule 281 may proceed without flag protection. If northward governing signal at end of two main tracks indicates stop per Rule 291 or Approach Rule 285, single main track must not be obstructed without permission from train dispatcher and under flag protection when required.

Following will govern movements on T&P tracks, Fort Worth Yard:

(a) Between MP 251.2 (west end Lancaster Yard) and MP 243.9 (East end East Yard), directions eastward and westward.

(b) Between Fort Worth interlocking, MP 245.6 and Peach Street, MP 243.2, directions northward and southward.

Trains and engines will move with current of traffic using right hand track in direction of movement, except movements may be made in either direction or on either track between Fort Worth Interlocking, MP 245.6, and east end East Yard, MP 243.9, when authorized by a proceed indication of a block or interlocking signal.

Except as provided in paragraph 2, movements of trains and engines against current of traffic must not be made except as follows:

(a) When authorized by train order.

(b) When movement is protected as prescribed by Rule 99.

Your attention is called to Uniform Code of Operating Rules, Rule 104, which requires that trains and engines remain in clear of all other tracks until switches are lined for their movement, and in making crossover movements, switches at each end of crossover must be lined before movement is started, and crossover must be completed before switches are restored to normal position.

Before lining a hand-operated switch, train and yardmen must see that there is no train or engine approaching on conflicting route, and when lining a hand-operated switch to enter a main track, or cross from one main track to another where there is no block signal or block indication to govern movement, the train or engine must not foul the main track or crossover until after three minutes after switch has been lined.

Commerce: There is no main track between MP 88.00 and switch at SSW connection. Between these points all tracks are yard tracks.

Cameron: Main track ends at MP 119.68. All tracks West of this point are yard tracks.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

Sherman. Gate protecting crossing of SSW and SLSF must, when crossing is not in use, be left across SSW main track. Trains or engines should not occupy crossing when a train or engine is approaching on intersecting track.

East Dallas: ATSF crossing on industrial lead track of SP and main track and switching lead of ATSF. Protected by gate and lights, normal position is for ATSF. Movements approaching crossing must be made with caution. SP movements must stop, set gate against ATSF movements, after observing that movement is not approaching on ATSF. When movement is completed over crossing gate must immediately be restored to normal position.

MP 123.5 Paris: #T&P crossing protected by gate. Gate may be left lined against T&P after use.

MP 123.6 Paris: #SLSF crossing protected by gate. Normal position for SP.

#Movements approaching these crossings must not exceed 6 MPH until crossings covered.

RULE 103-A. At locations indicated below a member of crew must take position at crossing to afford protection to traffic:

Fort Worth—Broadway Street.
Waxahachie—Highway 287.

KEY CONTROL BOXES: Where "Key Control Boxes" are provided for manual starting of automatic crossing warning devices, they may be operated by inserting switch key and turning SLOWLY one complete turn to right.

Key Control Boxes are provided at following locations:

Cherry Street—Sherman
Jones Street—Sherman
7th Street—Corsicana
Palestine Street—Mexia
Austin Street—Hempstead

Sherman: Automatic warning signals, Lamar, King, Jones, Houston and Pecan Streets, will not operate for yard track movements until leading wheels have passed insulated joints immediately each side of crossing.

Before movement on yard track over these crossings is made, member of the crew must take position at crossing to protect movement unless warning signals are operating.

MP 285.06. Movements must not be made over Highway 5 crossing west of Plano, MP 285.06, between 4:00 PM and 6:00 PM.

Hearne: Automatic crossing gates and flasher lights over Davis Street.

Yards tracks New 1, 4, Old 1, 2 and 3 are equipped with approach circuits for operation of crossing gates and flasher lights from each side of crossing.

Movements on yard tracks New 2, 3, Old 4, 5 and 6 will not operate gates and flasher lights until leading wheels have passed insulated joints located approximately 40 feet each side of crossing.

On all tracks cars or engines must not be left within approximately 40 feet of edge of crossing or beyond yellow stripe painted on rail.

Crews of trains or engines making stop, reverse movements or from yard tracks over crossing, must know gates are down, flasher lights operating and crossing clear of vehicular traffic before entering.

Key control boxes are provided for manual operation of gates and flasher lights.

RULE 104. Normal position of rigid switches at junctions:

Denison	SLSF Ry.	For SLSF Ry.
Plano	SSW	SP Main track.
Bonita Junction	Lufkin Subdiv.	For Lufkin Subdiv.
Hearne Junction	Flatonia Subdiv.	For Flatonia Subdiv.

RULE 221. Unit for display of flashing white light installed at following location:

Station	Location	Direction
Groesbeck	Signal 1709	Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 306: Following block signals equipped with triangular plate bearing letter "P" have included in their control limit, some special protective device. Absolute signal listed "P-A":

Eastward Signal	Protection	Westward Signal
	Spring switch, Junction SLSF Ry., Frisco Jct.	P-A
	Spring Switch east end siding, Miller	P-2581
	Spring switch east end siding, Corsicana	P-2089
P-2044	Spring switches, Angus	P-2027
P-1874	Spring Switches, Gude	P-1861
P-1710	Spring switches, Groesbeck	P-1695
	Spring switch east end siding, Hempstead	P-505

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases		Time-Release
Miller	East end siding	3 mins.
Corsicana	East end siding	3 mins.

AUTOMATIC BLOCK SIGNAL SYSTEM—Continued

Location of Key-Releases		Time-Release
Angus	West and east end siding	3 mins.
Gude	West and east end siding	3 mins.
Groesbeck	West and east end siding	3 mins.

Sign reading "Approach Circuit" located 200 feet west of Signal 2086 on south side of siding Corsicana, governs eastward trains on siding, trains must not pass this sign or open switch within approach circuit until opposing train has entered the block.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location		Normal Position
Corsicana	East end siding	Main Track
Angus	West and east end siding	Main Track
Gude	West and east end siding	Main Track
Groesbeck	West and east end siding	Main Track

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
Frisco Jct.	SLSF Ry.	S.P. Main Track
Plano*#	SSW Conn.	S.P. Main Track
Miller	East end siding	Main Track
Ennis*	West end yard	West lead
Ennis*	East end yard	Main Track
Corsicana	Siding—Shed track	Siding
Hearne*	West end yard	Main Track
Hearne*	New track	Main Track
Hempstead	East end siding	Main Track

*Equipped with switch point indicators.

Facing point movement not exceed 35 MPH over these switches.

#Unit for display of flashing white light installed on Signal D-2815. When white light is flashing, it indicates spring switch is in normal position. When white light is not flashing or is extinguished, trains must stop and open and close spring switch by hand removing any obstruction and know points fit up and are secure before proceeding.

RULE 605. INTERLOCKING

Sherman Tower 16
T&P Junction Tower 119, T&P Crossing
Dallas Tower 19, AT&SF Crossing

Two unit light type interlocking signal, located on signal bridge 610 feet west of Forest Ave., governing eastward movements from Union Depot is SP diverging route.

Between Tower 19 and Tower 10 Freight Route

AT&SF and SP tracks, Dallas, between SP connection, Tower 19, and SP connection, Tower 10, are signalled for movements in either direction. Movements will be governed by signal indication. Light type signals and power-operated switches are controlled from Tower 19. Signal aspect, name and indication are as follows:

Aspect	Name	Indication
Green	Clear	Proceed. (See AT&SF and SP Rule 281).
Yellow	Approach	Proceed prepared to stop at next signal. (See AT&SF and SP Rule 285).
Red over Yellow	Restricting	Proceed at restricted speed prepared to enter diverging route. (See AT&SF Rule 290 and SP Rule 288).
Red	Stop	Stop. (See AT&SF Rule 292 and SP Rule 290).

(1) There is no superiority of trains on these tracks. Trains and engines must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) MPH. Tracks may be used not protecting against regular and extra trains and engines.

(2) Movements through turnouts, crossovers, and curves on these tracks must not exceed fifteen (15) MPH.

(3) When signal does not display desired indication and cause is not apparent, member of crew will communicate with control station.

(4) When train or engine is stopped by stop signal and cause is not apparent, member of crew will communicate with control station and will be governed by instructions. Telephones are conveniently located near each signal. If authorized to proceed, member of crew, before movement is made over them, must examine all switches and derails to next governing signal and flag over railroad crossings. If instructed to place dual control switches in hand operation and proceed, crew will be governed by instructions found in telephone box.

(5) Except as provided above, the Operating Rules and Regulations of each Company, for its respective employes, will govern.

Interlocking 10 AT&SF Crossing on yard track east of Dallas Yard:

Signals controlled by operator, Tower 19.

Tower 55 T&P Crossing Fort Worth

Fort Worth AT&SF Connection

Interlocking signal governing westward movements MP 51.26 and interlocking signal governing eastward movements MP 51.30.

Signals and dual control switches controlled and operated by AT&SF train dispatcher, Fort Worth.

Hand-throw switch equipped with electric lock located at connection from SP yard to AT&SF main track.

Waxahachie Compress track crossing with B-RI main track

No operator on duty. Normally lined for B-RI.

B-RI siding, which crosses SP compress track at this location, is not protected by interlocking.

Hayes derails located on SP compress track on each side of B-RI crossing, normally set against movements approaching crossing. These derails are operated by ground-throw switch located near crossing.

SP movements not governed by interlocking signals but by STOP signs located in advance of each derail on each side of crossing, and SP train or engine movements will stop clear of STOP signs, following which a member of crew will proceed to crossing and if no train or engine movements are seen to be approaching from either direction on B-RI main track or siding will unlock box located on post, read and be governed by instructions posted therein governing operation of interlocking. Signals and derails must be restored to normal position after use.

Corsicana SSW Crossing

Springfield Tower 63, B-RI Crossing

No operator on duty. Normally lined for SP.

Hearne M.P. Crossing

RULE 680. AUTOMATIC INTERLOCKING

Denison MKT Crossing

After proceed indication received and movement does not pass governing interlocking signal within 12 minutes, signal will then display STOP indication.

Push buttons which do not actuate MKT signals are located on masts of home interlocking signals to clear signals for reverse movements or to clear signals after 12 minutes time has expired.

Time release push buttons adjacent to MKT crossings may be used as prescribed by RULE 681. If signals do not clear after operation of push button, movements may be made after complying with RULE 663(c).

On Richardson Industrial District lead track, MP 277.90, AT&SF crossing.

Plano, SSW crossing.

Bryan, Tower 36, M.P. crossing.

Navasota, Tower 41, AT&SF crossing.

Athens, SSW crossing.

Fort Worth, Tower 53 MKT crossing.

Midlothian, AT&SF crossing MP 23.1.

Waxahachie, Tower 67 MKT crossing.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	2581	Miller	Proceed on main track to absolute signal west end siding.
S	2581	Miller	Enter siding.
M	SA	Corsicana	Proceed on main track to east end siding.
S	SA	Corsicana	Enter siding.
M	2089	Corsicana	Proceed on main track to West end siding.
S	2089	Corsicana	Enter siding.

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	2075	Corsicana	MP 210.0
W	2043		
	2045	Angus	
H	1777	Groesbeck	MP 169.6
W	1752	Springfield	
W	1729	Groesbeck	
H	1728	Springfield	MP 179.5
H	on mast MP 148.9	Kosse	MP 150.9
W	1478	Bremond	
W	1447	Kosse	
H	1446	Bremond	MP 141.8

Refer to Rule 705 All Subdivisions.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Denison and Sherman

Limits extend between:
Eastward absolute signal at MP 337.4, Denison and
Westward absolute signal at MP 329.1, Sherman.

Signals controlled by operator, Sherman, acting upon authority of train dispatcher.

Junction switch North Sherman Junction is dual control, equipped with crank.

When authorized by absolute signal indication, trains and engines may enter CTC at Denison without stopping to ascertain what instructions relating to track conditions are in effect, as prescribed by Rule 781.

Operator must not clear absolute signal for movement into CTC until permission from train dispatcher has been obtained and engineer informed of instructions relating to track conditions, if any.

Light signals without identification plates which can display yellow aspect only, are located as follows:

Eastward signal MP 337.6, Denison.

Eastward signal just east of main street crossing on SLSF track, Denison.

Westward signal MP 328.1, Sherman.

To avoid blocking street crossings, trains that are to enter CTC should not pass these signals unless yellow light is displayed, except when it is known movement into CTC will be authorized.

Frisco Jct. and South Sherman Jct.

Limits extend between Eastward absolute signals fouling point S.P. and SLSF main tracks, Frisco Jct., and Westward absolute signals fouling points S.P. and SLSF main tracks, South Sherman Jct.

Signals controlled by operator, Sherman, acting upon authority of train dispatcher.

Junction switch South Sherman Jct., is dual control, equipped with selector lever.

Junction switch Frisco Jct. is spring switch normal position S.P. main track. When absolute signals governing westward movements at South Sherman Jct. display stop indication train will be governed by Rule 776 and in addition must comply with Rules 306 and 535 at Frisco Jct.

When authorized by absolute signal indication, a train from SLSF Ry. Co. may enter main track at Frisco Jct. or South Sherman Jct., without stopping to ascertain what instructions relating to track conditions are in effect as prescribed by Rule 781.

Operator must not clear signals for a movement from SLSF Ry Co. at Frisco Jct. or South Sherman Jct., until permission from train dispatcher has been obtained and engineer informed of instructions relating to track conditions, if any.

T&P Junction and West End Drill Track, Miller

Limits extend between:

Eastward absolute signal at MP 4.8 (T&P Junction) and

Westward absolute signal at MP 260.0 (west end drill track), Miller and

On both routes at Belt Junction to east end double track.

Power operated switches within these limits cannot be hand operated.

Signals controlled by operator, Belt Junction, acting upon authority of train dispatcher, except eastward absolute signal T&P Junction and junction switch and signals at Briggs are handled by operator, T&P Junction who must obtain authority for each movement from operator, Belt Junction, before signals are cleared.

Eastward trains approaching Miller and finding governing absolute signal displaying an indication permitting train to proceed on main track are authorized to proceed on main track to fouling point east end siding.

Restrictions that may be imposed by automatic block signals must be complied with.

Switch to Industry track MP 4.2, near Briggs hand operated. To enter main track, permission must first be obtained from operator, then if block indicator indicates "block clear" switch may be lined. When switch is lined, absolute signal at fouling point should display proceed.

Garrett and Ennis

Limits extend between:

Eastward absolute signals at fouling points Ennis Line and Fort Worth Branch at Garrett, and

Westward absolute signals located on main track MP 232.7 west end Yard, Ennis.

Signals controlled by operator, Ennis, acting upon authority of train dispatcher.

Junction switch Garrett is dual control, equipped with crank.

When westward trains do not leave yard, Ennis, in their turn as ordered, operator must be notified.

Bremond and Hearne

Limits extend between Eastward absolute signal west end siding Bremond and westward absolute signal west end interlocking limits, Hearne.

Dual control switches equipped with selector lever and hand-throw lever located:

Both switches sidings Bremond and Seger.

Bryan and Navasota

Limits extend between Eastward absolute signals M.P. Connection, Bryan and Westward absolute signals M.P. Connection, Navasota.

Dual control switches equipped with selector lever and hand throw lever located:

M.P. Connections Bryan and Navasota

Both switches siding Bryan

Electric switch locks located both ends siding Millican and M.P. transfer switch, Navasota.

When interlocking signal located 8 feet west of west switch to siding Navasota governing westward movements on main track displays stop indication trains must not pass fouling point of siding to comply with Rule 681 until permission is obtained from Train Dispatcher.

Movements to enter main track at west end siding Navasota, after complying with Rule 513, may line switch and then be governed by signal indication displayed in interlocking signal governing westward movements located 8 feet west of west switch to siding.

Unless signal 1014 approaching Bryan displays proceed (Rule 281) eastward trains with more than 40 cars will stop and communicate with Train Dispatcher before proceeding to avoid blocking crossings between this signal and beginning of CTC.

When signal 699 approaching Navasota displays yellow aspect, westward trains will stop and communicate with Train Dispatcher, before proceeding to avoid blocking crossings between this signal and beginning of CTC.

M.P. trains that have secured clearance at Valley Jct. or Belt Jct. (Houston) may enter CTC at Bryan or Navasota without stopping to ascertain what instructions are in effect relating to track conditions as prescribed by Rule 781 when authorized by signal indication. Other M.P. trains must stop and ascertain from Train Dispatcher regardless of signal indication what instructions are in effect relating to track conditions before entering CTC at Bryan or Navasota.

GENERAL REGULATIONS

RULE 812. Employees using the facilities of the Union Terminal Company will be governed by the rules and regulations of the Southern Pacific Company subject to General Orders and Special Instructions issued by General Manager of the Union Terminal Co. General Orders and Special Instructions of the Union Terminal Co. posted in enginemen and yardmen register rooms Miller.

RULE 825. When trains or cars are left on any track, trainmen or yardmen will set sufficient hand brakes to hold cars. The required number of brakes must be set, as follows:

Sherman—Frisco Yard not less than three brakes must be set before engine is detached.

Fort Worth—Tracks 1, 2, 3, 4, old Main and Lead—Not less than seven brakes on west end of cars east of Broadway Street.

Tracks 6 through 18, Inc.—Not less than two brakes on west end of cars east of Broadway Street.

Jacksonville—Not less than two brakes in Jacksonville yard.

RULE 883. Jacksonville: Cars may be left on main track between MP 201.75 and MP 200.70 unprotected.

MISCELLANEOUS

Dragging and/or derailed equipment detectors and indicators in service at following locations:

M.P.	Location
177.8	Between Springfield and Groesbeck
172.8	Between Springfield and Groesbeck
207.4	Between Angus and Corsicana
144.7	Between Bremond and Kosse

These indicators will apply to trains in both directions and are mounted on posts adjacent to track near detectors. Normal indication dark. When indicator is activated by detector blue indicator lights will be displayed in both directions and when illuminated engineer or trainmen will stop train and make inspection of train and track, advising dispatcher promptly.

Curtis, MP 275.4. Cars must not be left between derails on National Cylinder Gas spur.

Engines must not operate on tracks shown below:

Sherman	Over track scales Quaker Oats Company.
Van Alstyne	Over track scales Van Alstyne Cotton Oil Mill.
McKinney	Over track scales Burrus Feed Mill Company.
Ennis	Over track scales Planters Oil Company.
Hearne	Over unloading pit Harvest Queen Grain Co.
Finger Furniture Company Spur MP 47.3 (Fort Worth Branch)	Derail located 350 feet from end of spur. Cars must not be left on spur track between derail and run-around track.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
336.99	East of Denison	Bridge 336.99	Side
326.28	East of Sherman	Bridge 326.28	Overhead & Side
323.83	East of Sherman	Bridge 323.83	Overhead & Side
299.00	West of McKinney	Bridge 299.00	Overhead & Side
297.13	West of McKinney	Bridge 297.13	Side
294.18	East of McKinney	Bridge 294.18	Overhead & Side
292.27	East of McKinney	Bridge 292.27	Side
289.55	East of McKinney	Bridge 289.55	Side
286.29	West of Plano	Bridge 286.29	Overhead & Side
273.80	West of T&P Jct.	Bridge 273.80	Side
273.31	West of T&P Jct.	Bridge 273.31	Overhead & Side
12.87	West of T&P Jct.	Bridge 12.87	Side
12.17	West of T&P Jct.	Highway Overpass	Overhead
11.64	West of T&P Jct.	Bridge 11.64	Side
9.37	West of T&P Jct.	Highway Overpass	Overhead
8.54	West of T&P Jct.	Bridge 8.54	Side
7.43	West of T&P Jct.	Bridge 7.43	Side
6.13	West of T&P Jct.	Bridge 6.13	Side
5.49	West of T&P Jct.	Bridge 5.49	Side
5.31	West of T&P Jct.	Bridge 5.31	Side
1.74	West of Belt Jct.	Signal bridge	Overhead
1.25	West of Belt Jct.	Signal bridge	Overhead
0.60	East of Forest Ave.	Signal bridge	Overhead
264.90	Dallas	Depot umbrella shed	Overhead & Side
260.18	West of Miller	Bridge 260.18	Overhead & Side
258.28	Miller	Bridge 258.28	Side
240.65	West of Palmer	Bridge 240.65	Overhead & Side
216.46	East of Rice	Bridge 216.46	Side
215.39	West of Corsicana	Bridge 215.39	Overhead & Side
213.94	West of Corsicana	Bridge 213.94	Side
212.30	West of Corsicana	Highway Overpass	Overhead & Side
211.09	West of Corsicana	Bridge 211.09	Side
210.85	West of Corsicana	Bridge 210.85	Side
210.24	Corsicana	Train Shed	Side
209.72	East of Corsicana	Bridge 209.72	Side
208.91	East of Corsicana	Bridge 208.91	Side
199.76	West of Richland	Bridge 199.76	Overhead & Side
185.64	East of Gude	Bridge 185.64	Side
182.97	West of Mexia	Bridge 182.97	Side
172.34	West of Groesbeck	Bridge 172.34	Overhead & Side
73.59	West of Navasota	Bridge 73.59	Overhead & Side
66.84	East of Navasota	Bridge 66.84	Side
51.99	West of Hempstead	Bridge 51.99	Side
41.35	West of Waller	Bridge 41.35	Side
24.87	East of Cypress	Bridge 24.87	Side

JACKSONVILLE BRANCH

295.22	West of Crandall	East Trinity River Bridge	Overhead & Side
217.17	East of Frankston	Neches River Bridge	Overhead & Side
202.20	Jacksonville	M.P. Overpass	Overhead & Side
200.28	Jacksonville	SSW Overpass	Overhead & Side

FORT WORTH BRANCH

52.12	Fort Worth	Hattie Street Viaduct	Overhead
49.53	East of Tower 53	Bridge 49.53	Side
49.00	East of Tower 53	M.P. Overpass	Overhead
48.51	East of Tower 53	Bridge 48.51	Overhead & Side
43.41	East of Forest Hill	Bridge 43.41	Overhead & Side
34.38	West of Mansfield	Bridge 34.38	Overhead & Side
34.31	West of Mansfield	Bridge 34.31	Side
28.94	West of Midlothian	Bridge 28.94	Overhead & Side
22.97	AT&SF Crossing	Eaves on Tower 94	Side
14.15	West of Waxahachie	Bridge 14.15	Overhead & Side
13.32	West of Waxahachie	Bridge 13.32	Side
12.93	West of Waxahachie	Bridge 12.93	Side
12.07	West of Waxahachie	Bridge 12.07	Side
11.88	West of Waxahachie	Bridge 11.88	Side
9.50	East of Waxahachie	Bridge 9.50	Side
7.66	East of Waxahachie	Bridge 7.66	Side

CAMERON BRANCH

121.37	East of Cameron	Elm Creek Bridge	Side

SPEED RESTRICTIONS

15 MPH over MKT crossing, Denison.

20 MPH Eastward trains, between interlocking signals SSW crossing, Plano.

15 MPH through connection and Jct. Switch, Plano.

20 MPH Westward trains approachng absolute signal west end of yard, Ennis.

20 MPH Westward trains approaching interlocking signal west end of yard, Hearne.

15 MPH through curve connecting Ennis and Flatonia Subdivisions, Hearne Jct.

JACKSONVILLE BRANCH

20 MPH between interlocking signals SSW crossing, Athens.

*Through corporate limits, speed of trains restricted as follows:

Mile Post location of City Limits specified below:

West MP	Station	East MP	MPH
337.98	Denison	335.13	20
330.18	Sherman	327.28	20
298.40	McKinney	293.15	30
282.91	Plano	280.89	30
280.89	Richardson	276.34	20
275.14	Dallas	256.07	35
246.36	Ferris	245.44	45
239.12	Palmer	238.07	50
232.81	①Ennis	228.60	30
212.86	Corsicana	209.21	30
198.77	Richland	198.09	65
183.23	Mexia	179.85	40
170.41	Groesbeck	168.94	45
129.83	Calvert	127.49	50
120.99	Hearne	119.49	35
101.73	Bryan	97.64	25
72.41	Navasota	69.92	25
51.30	②Fort Worth	46.87	20
46.87	Forest Hill	44.61	20
23.70	Midlothian	22.44	30
13.96	Waxahachie	10.45	20
283.60	Kaufman	282.15	20
245.13	Athens	240.80	18
202.63	Jacksonville	200.19	20
119.05	Cameron	ATSF Connection	20

①Applies between and including Lampasas and Casa Linda St.

②Except Berry St. to Seminary Drive 40 MPH.

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

AIR BRAKE RULES

RULE 33. Ruling grades where restrictions apply under RULE 33, All Subdivisions, are designated below:

FORT WORTH BRANCH

Eastward Ft. Worth to Garrett			Westward Garrett to Ft. Worth		
MP	MP	MPH	MP	MP	MPH
48.5	40.0	25	40.0	48.5	25

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

ENGINE NUMBERS	Ennis to Fort Worth	Fort Worth to Ennis	Ennis and Hearne	Hearne and College Station	College Station to Hempstead	Hempstead to College Station	Hempstead and Houston	Hearne and Yoakum	Brenham and Austin	Austin and Stolz MP 90.5	Stolz MP 90.5 and Llano	Cameron and Rosebud		
5900 to 5916, 6000 to 6054	———	———	———	———	———	———	———	———	———	———	———	———		
6172 to 6470, 8090 to 8305, 304 to 379, 535 to 553, 925 to 975	1500	1400	1900	1700	2300	2000	2500	1700	1700	1600	1600	1700		
600 to 632, 701 to 725, 3400 to 3727	2700	2350	3050	2780	4260	3475	5300	2780	2350	2520	2520	2550		
4900 to 4902, 5208 to 5278	2755	2580	3365	4775	4775	3850	5695	3048	2580	2700	2700	2810		
2700 to 2722	2575	2410	3145	4475	4475	3605	5725	2850	2410	2525	2525	———		
3800 to 3966	2890	2705	3530	5015	5015	4040	6230	3195	2705	2835	2835	———		
2950 to 2970	3460	3240	4220	5995	5995	4830	6210	3825	3240	3395	3395	———		
3020 to 3035	3350	3150	4075	3690	5695	4625	6500	3900	3150	3350	3350	3375		
2850 to 2890	3350	3140	4085	5775	5775	4665	6585	3700	3140	3285	③3285	———		
5150 to 5162	3335	3130	4040	5645	5695	4500	6415	3670	3130	3250	3395	———		
2900 to 2936	1927	1808	2342	3280	3280	2667	4512	2127	1808	1892	1892	1964		
4000 to 4087	2880	2686	3486	3177	4869	3972	6057	3172	2686	2880	2880	2914		
6500 to 6767	3600	3355	4355	3970	6085	4965	7570	3971	3355	3600	———	3655		
5000 to 5017	3240	3020	3920	3570	5475	4465	6810	3570	3020	3240	———	3275		
9500 to 9502, 9550 to 9552	7210	6720	8720	7950	12180	9940	15160	7950	6720	———	———	———		
9100 to 9120, 9150 to 9152	5770	5380	6985	6365	9755	7955	12135	6365	5380	———	———	———		
1703 to 1845	1395	1300	1675	1530	2390	1940	3500	1530	1300	1395	③1395	1400		
1914 to 1953	1210	1130	1475	1340	2080	1685	2640	1340	1130	1210	③1210	1225		
177 to 184	2700	2550	3275	2980	4615	3745	5850	2980	2550	2700	2700	2740		
2200 to 2293	1465	1375	1775	1615	2500	2030	3500	1615	1375	1465	③1465	1475		
1100 to 1128	1030	960	1260	1140	1780	1440	2700	1140	960	1030	1030	1050		
7600 to 7607, 8400 to 8478, 7800 to 7814	4310	4020	5215	4755	7285	5940	9065	4755	4020	①4310	4310	4360		
3200 to 3209, 8800 to 8934	5185	4835	6275	5720	8760	7150	10900	5720	4835	———	———	———		
7025 to 7028, 7150 to 7159	4030	3760	4880	4450	6815	5560	8480	4450	3760	———	———	———		
2400 to 2409, 2450 to 2480	2160	2015	2615	2380	3650	2980	4540	2380	2015	2160	2160	2185		

ON BRANCH LINES UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

① Restricted to 25 MPH between Fairland and Stolz MP 90.5.

③ Restricted to 15 MPH.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

ENGINE NUMBERS	Denison and Sherman	Sherman and Miller	Miller and Ennis	Dallas to Seagoville	Seagoville to Dallas	Seagoville to Mabank	Mabank to Athens	Athens to MP 212	Jacksonville to Nacogdoches	MP 212 to Jacksonville	Nacogdoches to Mahl	Mahl to Jacksonville	MP 206.38 to Seagoville	Jacksonville to MP 206.38
5900 to 5916, 6000 to 6054	—	—	—	—	—	—	—	—	—	—	—	—	—	—
6172 to 6470, 8090 to 8305, 304 to 379, 535 to 553, 925 to 975	1300	1450	1500	3500	3600	2410	1830	2410	2410	1690	1690	2410	2410	1690
600 to 637, 700 to 725, 3400 to 3727	2225	2450	2700	4750	5180	3475	2645	3475	3475	2450	2450	3475	3475	2450
4900 to 4902, 5208 to 5278	2425	2680	2755	5370	5695	3850	2985	3850	3850	2680	2680	4420	4420	2680
2700 to 2722	2265	2500	2575	5035	5525	3605	2705	3605	3605	2500	2500	4140	4140	2500
3800 to 3966	2545	2810	2890	5640	6190	4040	3035	4040	4040	2810	2810	4640	4640	2810
2950 to 2970	3045	3360	3460	6210	6210	4830	3680	4830	4830	3360	3360	5550	5550	3360
3020 to 3035	2975	3200	3350	6375	6500	4625	3510	4625	4625	3200	3200	4625	4625	3200
2850 to 2890	2950	3255	3350	5490	6585	4665	3515	4665	4665	3255	3255	5355	5355	3255
5150 to 5162	2965	3245	3335	6310	6415	4500	3995	4595	4595	3245	3245	4500	4500	3245
2900 to 2936	1701	1874	1927	3668	4004	2667	2022	2667	2667	1891	1891	3048	3048	1891
4000 to 4087	2543	2800	2880	5429	5920	3972	3023	3972	3972	2800	2800	3972	3972	2800
6500 to 6767	3180	3500	3600	6785	7400	4965	3780	4965	4965	3500	3500	4965	4965	3500
5000 to 5017	2860	3150	3240	6105	6655	4465	3400	4465	4465	3150	3150	4465	4465	3150
9500 to 9502, 9550 to 9552	6360	7010	7210	†13580	†14810	—	—	—	—	—	—	—	—	—
9100 to 9120, 9150 to 9152	5095	5610	5770	10875	11860	—	—	—	—	—	—	—	—	—
1703 to 1845	1225	1350	1395	2650	2900	1940	1460	1940	1940	1350	1350	1940	1940	1350
1914 to 1953	1050	1175	1210	2325	2550	1685	1230	1685	1685	1175	1175	1685	1685	1175
177 to 184	2400	2630	2700	5170	5650	3745	2835	3745	3745	2630	2630	3745	3745	2630
2200 to 2293	1290	1425	1465	②2800	②3050	②2030	②1535	②2030	②2030	②1425	②1425	②2030	②2030	②1425
1100 to 1128	900	1000	1030	2000	2175	1440	1085	1440	1440	1000	1000	1440	1440	1000
7600 to 7607, 8400 to 8478, 7800 to 7814	3805	4190	4310	8120	8860	④5942	④4520	④5940	④5940	④4190	④4190	④5940	④5940	④4190
3200 to 3209, 8800 to 8934	4575	5040	5185	9770	10655	—	—	—	—	—	—	—	—	—
7025 to 7028, 7150 to 7159	3560	3920	4030	7600	8790	—	—	—	—	—	—	—	—	—
2400 to 2409, 2459 to 2480	1905	2100	2160	4070	4440	2980	2265	2980	2980	2100	2100	2980	2980	2100

ON BRANCH LINES UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

② Restricted to 30 MPH except engines 2250 to 2288 inc.

④ Restricted to 25 MPH.

† Restricted to 35 MPH.

WATCH INSPECTORS

Houston	K. I. Dunlap, Manager of Time Service
Houston	Houston Watch Co.
Houston	Steve Reyna
Denison	Gray's Jewelers
Sherman	Tappan's
Dallas	Brad's Jewelers
Dallas	McKee Jewelers
Dallas	E. L. Seitzler
Ennis	J. H. Tanner
Corsicana	Daiches Jewelry Company
Hearne	Hearne Jewelry Company
Hearne	Berryhill Watch Company
Fort Worth	J. B. Riddle Jeweler
Waco	Armstrong Jewelry Co.
Austin	Joe Koen & Son
Giddings	O. E. Faske
Jacksonville	Lang's Jewelry Store
Paris	Riggs Jewelry